

The Hong Kong Daily Press.

No. 9136

五六三十一九第

日一十二月三年三十緒光

HONGKONG, THURSDAY, APRIL 14TH, 1887.

四月四號

英港四號

PRICE \$2 PER MONTH

SHIPPING.

ARRIVALS.

April 12, CHINA, German steamer, 648, T.P. Ulm, Swatow 11th April, General—MELCHERS & Co.

April 13, PEKING, British steamer, 354, Hohmann, Whampoa 13th April, General—SHEMSEEN & Co.

April 13, GENERAL WERDER, German steamer, 1,290, W. von Schadow, Yokohama 4th April, Kobe 7th and Nagasaki 8th, Mails and General—MELCHERS & Co.

April 13, ALACRITY, British despatch boat, from a cruise.

April 13, RIO LIMA, Portuguese gunboat, from Macao.

April 13, TETROS, German steamer, 1,340, A. Bleicken, Saigon 9th April, Rio and Paddy—SHEMSEEN & Co.

CLEARANCES.

At THE HARBOURMASTER'S OFFICE.
13TH APRIL.

Medusa, Austro-Hung. str., for Singapore.
Oriole, British str., for Shanghai.
Scout, British str., for Tientsin.
Tervit, German str., for Saigon.
Diamante, British str., for Amoy.
Anton, German str., for Hoilow.
Putnam, British str., for Shanghai.

DEPARTURES.

April 13, TURNER, French frig., for Nagasaki.
April 13, BOTHWELL CASTLE, British str., for Saigon.
April 13, MEDUSA, Austro-Hungarian str., for Trieste.
April 13, DIAMANTE, British str., for Manila.
April 13, FOOKSANG, British str., for Shanghai.
April 13, OOPAKA, British str., for Shanghai.

PASSENGERS.

Arrived
Per China, str., from Swatow—316 Chinese.
For General Werder, str., from Japan—Mr. Lewis and 2 children, Mr. and Mrs. Eisecksky, Mr. and Mrs. Gutheil, Capt. Tukishimaya, Mr. Shields, Miss Gerlitz, and 24 Chinese.
Per Triton, str., from Saigon—38 Chinese.
Departed
Per Hailstone, str., for Swatow—Mr. J. Edwards.
Theodore, str., for Foochow—Rev. F. E. Vignard, Mr. and Mrs. Vignard.
Per Falconer, str., for Shanghai—Mr. and Mrs. Hobt, Livingston, Messrs. David G. Legget and John H. Rutherford.

REPORTS.

The German steamer Triton, from Saigon 9th April, reports had bad weather throughout.

The German steamer General Werder, from Yokohama 4th April, Kobe 7th, and Nagasaki 9th, reports first part of the passage had strong N.W. winds, latter part fine weather.

VEHICLES ARRIVED AT DESTINATION FROM PORTS IN CHINA, JAPAN, AND MANILA.
(Post and Mail's Advice.)

Ephraim (s.), Yokohama ... Feb. 24
Revering Light ... Hongkong ... Feb. 25
Pandora (s.), ... Hongkong ... Feb. 25
Benedict (s.), ... Yokohama ... Mar. 1
Don Enrique ... Hongkong ... Mar. 2

VEHICLES EXPECTED AT HONGKONG.
(Corrected to Date.)

Wachusett ... Cardiff ... Dec. 1
Dorothy ... Cardiff ... Dec. 17
Argo ... Newport ... Dec. 31
Tobique ... Liverpool via Cardiff Jan. 6
Enterpe ... Trieste ... Feb. 18
Pacton (s.), ... New York ... Feb. 18
Casapeda (s.), ... Hamburg ... Feb. 19
Electra (s.), ... Hamburg ... Feb. 20
Romany (s.), ... London ... Feb. 25
Sardeson (s.), ... Liverpool ... Feb. 26
Afghan (s.), ... London via Glasgow Mar. 1
Montmoutshire (s.), ... Hamburg ... Mar. 1

SHANGHAI SHIPPING.

April 1, Ichang, British str., from Ningpo.
1. W. C. de Pois, British str., from Hankow.
1. Fu Po, British str., from Hankow.
1. Nierstein, German str., from Nagasaki.
1. S. Dall'Orso, Italian bark, from Ningpo.
2. Kiang-tang, Chinese str., from Ningpo.
2. Fu Po, British str., from Hankow.
2. Ikuo, German str., from Nagasaki.
2. El Dorado, British str., from Tientsin.
2. Ha-ae, Chinese str., from Tientsin.
2. Hsin-chia, Chinese str., from Foochow.
2. Wuchang, British str., from Tientsin.
2. Hideyoshi Maru, Jap. str., from Knottou.
2. Ngankun, British str., from Hankow.
2. Fu Po, British str., from Hankow.
2. Ikuo, German str., from Ningpo.
2. Yuriko Maru, Jap. str., for Kobe.
2. Meefoo, Chinese str., for Newchwang.
2. Pekin, British str., from Hankow.
2. Titan, British str., for London.
2. Wba-oo, British str., for Hankow.
2. Fu Po, British str., for Hankow.
2. Taku, British str., for Chusan.
2. Peacock, British str., for Swatow.
2. Canton, British str., for Hongkong.
2. Kiang-tang, Chinese str., for Ningpo.
2. Ikuo, German str., for Nagasaki.
2. Shun-han, Chinese str., for Ningpo.
2. Yen-wei, British str., from Hankow.
2. Peking, British str., from Hongkong.

April—DEPARTURES.

1. Yokohama Maru, Jap. str., for Japan.
1. Tangchow, British str., for Tientsin.
1. Tamsu, British str., for Newchwang.
1. Pau-tai, Chinese str., for Chefoo.

1. Kiang-pu, Chinese str., for Hankow.

1. Haver, German str., for Ningpo.

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1. Meefoo, Chinese str., for Newchwang.

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1887. NOW READY. 1887

CHRONICLE AND DIRECTORY
FOR 1887.
WITH WHICH IS INCORPORATED
THE CHINA DIRECTORY.
(TWENTY-FIFTH ANNUAL ISSUE),
COMPLETE WITH APPENDIX, PLANS, &c., &
ROYAL SVL. 1.55.—\$5.00.
SMALLER EDITION, RYL. 60. pp. 776—\$3.00.

THE CHRONICLE AND DIRECTORY
has been thoroughly revised and brought up to date, and will contain much new and full
information. Data Statistical and Statistical
Accounts of, and Directories for

HONGKONG—JAPAN—

Dr. Leslie's Directory Nagasaki.

Dr. Peck's Directory Kobe (Hyogo).

Military Forces Osaka.

Dr. Chinese Hongkong.

Macao.

Gibraltar.

Calcutta.

Chittagong.

Port Blair.

Port Madras.

Port Cutcherry.

Port Madras.

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in command of the various garrisons to the following effect:

"The sea-board of Chihli, stretching for a distance of some 700 li., consists for the most part of shoals and sand banks, though there are many places where the river can reach the shore. It would take him at least four hours to cross an anchor near the shore, and he would wait from Shantung Kuan to Yangtze Kuan a distance of over 100 li., there is no bridge across where the water is not deep and the waves high."

"The port of Taku is distant from Shantung Kuan about 500 li., and in the summer and autumn the coast roads are so covered with water and obstructed with mud that the carts laden with supplies cannot travel more than 20 or 30 li. a day. Indeed, in such circumstances it is often quite impossible, so it is to be feared that in the event of a surprise we should be slow in mastering the emergency. Moreover, the Northern and Southern Garrisons are too widely separated, and it would be difficult to come to the rescue in time of need. We cannot, therefore, neglect to station troops at the principal points of communication before these points where the first resistance will take place, thus displaying the might of the nation, as it were, before her gates. But on the portion of the sea coast nearest to Peking, from Taku and Pei-tang northwards for a distance of 500 li., the garrisons are few in number and the gaps between them are a great source of danger. If they were united by a line of railway, in any case of emergency, troops despatched from one end in a hand moment could be at the other."

French authors and artists have opened a fierce upon the proposed plan to fortify the coast of China, as it would be as high as the tower of Eiffel. As it is, he says, it will encircle the city "like a black factory chimney." It will dwarf everything, while it will compel all who gaze upon it "to a hateful column of bolted sheetiron will humiliates the finest monuments of Paris. These and many other equally strong characteristics are made in a pretense by the most distinguished literary men of France.

Sir Michael Bielski-Hoole's struggle against his malady was a gallant one. His sight sometimes gives him, and reading becomes difficult. All documents lately submitted to him are printed in a hand which is almost illegible. Sir Michael has paid him lately, Sir Michael

asked him at it and said: "I cannot read what writing is that?" The Secretary answered: "It is the same hand as usual" and Sir Michael dropped the paper, exclaiming, "How sad Salisbury the same morning, who reluctantly agreed he had no choice but to resign."

It seems that Lord Tonyness's last volume has not exhausted all his unpublished pieces. One of the manuscripts still in his portfolio is a raptorial epiphany on his former neighbour at the Isle of Wight, the late Dr. Ward, a man famous at Oxford for forty years ago as a "Tractarian leader," and interesting as a man of science. The author, as well as the consciousness of correspondence furnished by Lord Salisbury, Prof. Jevons, Dr. Church, Cardinal Newman and John Stuart Mill, will appear in the biography of Dr. Ward, which is in preparation by him.

Among the crowd which pushed its way along the line of pictures at the Point and Clay Club reception, says the Boston Journal, it was interesting and sometimes startling to see faces which had been reproduced on the canvas. Two young ladies were looking at a painting, one said, "What a plain young woman! She must have been an old maid." Another said, "A quiet young lady in front turned around and looked at the criticism with calm superiority. She was taken into consideration."

"This is a matter of the very highest importance for the defence of the sea-board. If the capital cannot at once be relieved from marching by land, it is clear that it should be employed to assist in carrying out the work, in order to secure its speedy completion."

"Moreover, the coal used by the Pao Yang fleet is all obtained from Kaiping, and it is, as were, the life and pulse of the navy. If the Kaiping railway is extended to the north bank of the river at Taku, the coal can be removed from the mine by rail, and it is clear that the work of the government and soldiers should be applied to assist in carrying out the work, in order to secure its speedy completion."

Some experiments have been made by Mr. Layton Jones, Adelaide, which promise to revolutionize the trade so far as ships' bottoms are concerned. The first trial was a success, and the second is to be made on the 14th inst. The

third will be made on the 15th inst. The fourth on the 16th inst. The fifth on the 17th inst. The sixth on the 18th inst. The seventh on the 19th inst. The eighth on the 20th inst. The ninth on the 21st inst. The tenth on the 22nd inst. The eleventh on the 23rd inst. The twelfth on the 24th inst. The thirteenth on the 25th inst. The fourteenth on the 26th inst. The fifteenth on the 27th inst. The sixteenth on the 28th inst. The seventeenth on the 29th inst. The eighteenth on the 30th inst. The nineteenth on the 31st inst. The twentieth on the 1st April. The twenty-first on the 2nd April. The twenty-second on the 3rd April. The twenty-third on the 4th April. The twenty-fourth on the 5th April. The twenty-fifth on the 6th April. The twenty-sixth on the 7th April. The twenty-seventh on the 8th April. The twenty-eighth on the 9th April. The twenty-ninth on the 10th April. The thirtieth on the 11th April. The thirty-first on the 12th April. The first on the 13th April. The second on the 14th April. The third on the 15th April. The fourth on the 16th April. The fifth on the 17th April. The sixth on the 18th April. The seventh on the 19th April. The eighth on the 20th April. The ninth on the 21st April. The tenth on the 22nd April. The eleventh on the 23rd April. The twelfth on the 24th April. The thirteenth on the 25th April. The fourteenth on the 26th April. The fifteen-

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NOTICES TO CONSIGNEES.

INSURANCES.

"GELLATLY'S" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.

S. S. "PATHAN"
FROM LONDON, GLASGOW, LIVERPOOL, PENANG, AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods, with the exception of Opium, are being landed at their risk, into the Godowns of the Kowloon Wharf & Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary be given before NOON, TODAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 16th instant, will be subject to rent at the rate of One cent per package per day.

All Claims against the steamer must be presented to the Consignee on or before the 19th instant, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by ADAMSON, BELL & CO., Agents.

Hongkong, 12th April, 1887.

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UNION LINE.

NOTICE TO CONSIGNEES.

FROM LONDON, PENANG, AND SINGAPORE.

THE Steamship "BAYLEY."

Captain Child, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned.

Undersigned for countersignature and to take immediate delivery of their Goods from along-side.

Cargo impeding the discharge of the steamer will be stowed and stored at Consignee's risk and expense and no Fire Insurance will be effected.

All Claims against the steamer must be presented to the Undersigned or before the 19th instant, or they will not be recognized.

RUSSELL & CO., Agents.

Hongkong, 13th April, 1887.

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NOTICE TO CONSIGNEES.

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

FROM TRIESTE, ADEN, COLOMBO, PENANG, AND SINGAPORE.

THE Steamship "

"MEDUSA," in connection with the S. S. "Athena" from Calcutta and Madras, having arrived from the above Ports.

Consignees of Cargo are hereby informed that all Goods, with the exception of Opium, are being landed at their risk into the Godowns known as "The Hongkong Wharf & Godowns." Wanchai, whence delivery may be obtained.

Consignees wishing to receive their Goods on the Wharf are at liberty to do so.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Undersigned BEFORE NOON, ON THE 16TH INSTANT, OR THEY WILL NOT BE RECOGNIZED.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 13th instant, will be subject to rent.

Bills of Lading will be countersigned by O. BACHRACH, Agent.

Hongkong, 7th April, 1887.

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NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Steamship "

"JAPAN," having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature and to take immediate delivery of their Goods from along-side.

The steamer is berthed at the Hongkong and Kowloon Godown Company's Wharf, West Point, and Cargo impeding her discharge will be stowed and carried impounding, but at Consignee's risk and expense, and no Fire Insurance will be effected.

Consignees are hereby informed, that all Claims must be made immediately, as none will be entertained after the 15th instant.

DAVID SASSOON, SONS & CO., Agents.

Hongkong, 10th April, 1887.

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NOTICE TO CONSIGNEES.

FROM LONDON, PENANG, AND SINGAPORE.

THE Steamship "

"GLEN," LINE OF STEAM PACKETS.

FROM LONDON, PENANG, AND SINGAPORE.

THE Steamship "

"GLENEAGLES," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, are being landed at their risk into the Godowns of the Undersigned whence and/or from the wharves delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary be given before 1 P.M., T.C.-D.Y., the 9th instant.

Cargo remaining undelivered after the 16th instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by JARDINE, MATHERSON & CO., Agents.

Hongkong, 9th April, 1887.

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NOTICE TO CONSIGNEES.

SS. "PEMBROKESHIRE," FROM HAMBURG, ANTWERP, LONDON, AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods, with the exception of Opium, are being landed at their risk, into the Godowns of the Kowloon Wharf & Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional cargo will be forwarded unless notice to the Undersigned or before the 16th instant, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by ADAMSON, BELL & CO., Agents.

Hongkong, 8th April, 1887.

[682]

NOTICE TO CONSIGNEES.

THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

THE Company's Steamship "

"OOPOACK," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, are being landed at their risk, into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the Undersigned before Noon, on the 18th instant, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by ADAMSON, BELL & CO., Agents.

Hongkong, 8th April, 1887.

[682]

NOTICE TO CONSIGNEES.

FROM LONDON AND SINGAPORE.

THE Company's Steamship "

"SHIEE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

SS. "PEMBROKESHIRE,"

FROM HAMBURG, ANTWERP, LONDON, AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods, with the exception of Opium, are being landed at their risk, into the Godowns of the Kowloon Wharf & Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional cargo will be forwarded unless notice to the Undersigned or before the 16th instant, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by ADAMSON, BELL & CO., Agents.

Hongkong, 8th April, 1887.

[682]

NOTICE TO CONSIGNEES.

THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

THE Company's Steamship "

"HOLLIDAY WISE & CO."

NOTICE TO CONSIGNEES.

FROM LONDON, PENANG, AND SINGAPORE.

THE Company's Steamship "

"SHIEE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

SS. "PEMBROKESHIRE,"

FROM HAMBURG, ANTWERP, LONDON, AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods, with the exception of Opium, are being landed at their risk, into the Godowns of the Kowloon Wharf & Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional cargo will be forwarded unless notice to the Undersigned or before the 16th instant, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by ADAMSON, BELL & CO., Agents.

Hongkong, 8th April, 1887.

[682]

NOTICE TO CONSIGNEES.

THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

THE Company's Steamship "

"HOLLIDAY WISE & CO."

NOTICE TO CONSIGNEES.

FROM LONDON, PENANG, AND SINGAPORE.

THE Company's Steamship "

"SHIEE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

SS. "PEMBROKESHIRE,"

FROM HAMBURG, ANTWERP, LONDON, AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods, with the exception of Opium, are being landed at their risk, into the Godowns of the Kowloon Wharf & Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional cargo will be forwarded unless notice to the Undersigned or before the 16th instant, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by ADAMSON, BELL & CO., Agents.

Hongkong, 8th April, 1887.

[682]

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Hongkong